

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: MODSTEPH@ACS.EKU.EDU  
Subject: "Classic Radio Exchange" Announcement  
Message-ID: <01HZS7JDYGT2000CAT@ACS.EKU.EDU>

### 1996 Winter Classic (& Homebrew) Radio Exchange

The Classic Exchange is a celebration of the older commercial and homebrew equipment that was the pride of our ham shacks and our bands just a few short decades ago. Our object is to encourage restoration, operation and enjoyment of this older equipment. A Classic radio is at least ten years old (age figured from first year of manufacture), but NOT required to participate in the Classic Exchange. YOU MAY USE ANYTHING in the contest, although new gear is a distinct scoring liability. You can still work the great ones with your new equipment!

The Classic Exchange will run from 1900 UTC Sunday, February 4, to 0400 UTC Monday, February 5, 1996. Exchange your name, RST, QTH (state/province for US/Canada; country for DX), receiver and transmitter type (homebrew send final amp tube or transistor), and other interesting conversation. The same station may be worked with different equipment combinations on each band and on each mode. CW call: CQ CX; phone call: CQ Classic Exchange. Non-participants may be worked for credit.

#### Suggested frequencies:

CW: 3.560, 7.060, 14.060, 21.060, 28.060  
Novice/Tech Plus: 3.695, 7.120, 21.120, 28.120  
Phone: 3.880, 7.290, 14.280, 21.380, 28.320

Scoring: Multiply total QSO's (all bands) by total number of different receivers plus transmitters (transceivers count as both xmtr and rcvr) plus states/provinces/countries worked on each band and mode. Multiply that total by your CX Multiplier, the total years old of all receivers and transmitters used, three QSO's minimum per unit. For transceiver, multiply age by two. If equipment is homebrew, count it as a minimum of 25 years old unless actual construction date or date of its construction article (in the case of a reproduction) is older:

Total QSO's all bands  
times  
RCVRs + XMTRs + states/provinces/countries  
(total each band and mode separately; add totals together)  
times  
CX Multiplier:

SCORE = QSO's x ( Rx + Tx + QTH's ) x CX Mult

Certificates and appropriate memorabilia are awarded every now and then for the highest score, the longest DX, exotic equipment, best excuses and other unusual achievements. Send logs, comments, anecdotes, pictures to Jim Hanlon, P.O. Box 581, Sandia Park, NM 87047. Include SASE for Newsletter and announcement of next CX.

Hope to hear you all on CX!!

73, Al N5AIT  
modsteph@acs.eku.edu

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Neal McEwen <nmcewen@metronet.com>  
Subject: Another Mystery Spy Key  
Message-ID: <30F1FA74.517F@metronet.com>

You guys put a 'make' on the little 'spy' key. Let's see if you can do it again. I've this little key for about 15 years and have never found anyone that can tell me anything about it.

It has a bakelite base, 2" x 1 1/8" x 1/4". The lever arm is 2 3/4" long and pivots at from a clevis at the back. It has a mushroom knob with no skirt. The adjusting screws are machine screws. Stamped into the base is the letter "S21/2R". It could also be "S31/2R" or "S81/2R". Hard to see as its right under the lever.

What say OM's ?

--

73 de K5RW - Neal McEwen - Richardson, TX (Dallas)  
\*\*\*\*\* I collect old telgraph and wireless telegraph keys \*\*\*\*\*  
HomeNet - nmcewen@metronet.com - OS/2 tcp/ip SLIP  
HomePage - <http://fohnix.metronet.com/~nmcewen/k5rw.html>

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: vmike@jsun.agen.okstate.edu (Mike Veldman)  
Subject: ARC-5 connectors  
Message-ID: <9601081923.AA14210@jsun.agen.okstate.edu>

The note about using if can pins for the front connector on the receiver reminds me that I have used the miniature

bananna plugs made by EF Johnson with great success.  
They seem to be the same size as the originals.  
I bought them from Digi-Key.  
73,  
mike  
WD0CTA

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: post@ouvaxa.cats.ohiou.edu  
Subject: B&W 5100 schematic, instrucs needed  
Message-ID: <0099C17B.7AA6DEF6.256@ouvaxa.cats.ohiou.edu>

Ohio University Electronic Communication

Date: 08-Jan-1996 05:55pm EST

To: Remote Addressee ( \_MX%"boatanchors@theporch.com" )

From: Richard Post Dept: Instructional Media  
Services  
POST Tel No:

Subject: B&W 5100 schematic, instrucs needed

Greetings lovers of the heavy metal,

I have happened upon a Barker and Williamson 5100 transmitter. Am in need of a copy of the manual and/or schematic. Any caveats (other than letteth it not slip whilest it be above thy toes!)? I have read the QST review and the B&W ad and have determined that the case is SUPPOSED to be dark blue metallic while the front panel is gray. I had thought that perhaps some recent owner had used a spare can of automobile paint on it.

Copying and postage gladly reimbursed or can trade for a copy of one of my manuals.

73 de Rich KB8TAD <post@ouvaxa.cats.ohiou.edu>  
keeper of the homepage for the Museum of Radio and Technology  
<http://132.235.51.116/MuseumR&T/museum.htm>

Received: 08-Jan-1996 05:59pm

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Frank Reid" <reid@indiana.edu>  
Subject: BA disaster at Dayton (real and hypothetical)  
Message-ID: <41876.reid@ucs.indiana.edu>

The northeast side of the parking lot surrounding Hara Arena contains the low spot where the water drains. There has been significant rain at recent Hamventions. I have a photo of the fleamarket space at the low point, with a foot of water roaring through a collection of boatanchors.

The ultimate disaster would be a big tornado sucking up the Dayton fleamarket. Hundreds killed by HP BA falling out of the sky; survivors try to save the day by using ham radio. ;-(

BTW, Dayton is two weeks later this year (May 17-18-19). I think they're hoping for better weather.

--

Frank reid@indiana.edu W9MKV

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: dt@scotborders.co.uk (David Topham - Arts & Science)  
Subject: Re: BA disaster at Dayton (real and hypothetical)  
Message-ID: <9601081756.AA02956@scotborders.co.uk>

"Frank Reid" <reid@indiana.edu> said;

>The ultimate disaster would be a big tornado sucking up the Dayton  
>fleamarket. Hundreds killed by HP BA falling out of the sky; survivors try  
>to save the day by using ham radio. ;-(

No... ...the \_ultimate\_ disaster is: "unforeseen proximity of luminous dials goes critical. All life faces extinction. BA collectors from Mars save day through time-reversal ray. Following electronics retro-evolution Intel collaborates with Heath and an ever-youthening Bill Gates to design DX-684 mega multiplex BA with 12 outboard multi-tasking concurrent free-running 807 VFO's each with independent phasing type sideband adaptors. History stabilises in a Golden Era (except for the dreadful Heath slide switches which remain to remind Mankind of its ultimate frailty)".....

David Topham GM3WKB dt@artscience.scotborders.co.uk

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: penson@sci.mus.mn.us (Chuck Penson)  
Subject: BA sighting: DR. NO  
Message-ID: <v01520d04ad16fd726572@[206.9.148.10]>

Two pretty nice scenes. One in an British operative's office (seperate transmitter and receiver) and another in Headquarters (a whole row or maybe a dozen identical units). I could not identify any of them. Hey-they weren't Heathkits.

I seem to recal some nice BAs in onther 007 films. From Russia with Love? Thunderball? In fact I think in Thunderball they used a lot if Heath marine equipment. I'll check it out.

Chuck Penson  
Education Division  
Science Museum of Minnesota  
612.221.4510 voice  
612.224.5092 fax

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Farady

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: BA sighting: OUR MAN FLINT  
Message-ID: <199601081559.KAA29606@altair.cs.unc.edu>

was watching James Coburn in OUR MAN FLINT last night and the radio op at headquarters used what looked like a Drake R-4B (or maybe TR-4?) and a bug. Flint also used a bug when he broke into the radio room at the bad guys' HQ. Did anyone copy his message ?  
Nick KD4CPL

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: rmccarty@deltanet.com (Roger McCarty)  
Subject: Re: BA sighting: OUR MAN FLINT  
Message-ID: <9601090228.AA22984@server1.deltanet.com server1>

>

>was watching James Coburn in OUR MAN FLINT last night and the radio op  
> Did anyone copy his message ?  
>Nick KD4CPL  
>

Nick,

I copied, " Location is Mt. (Can't remember the name of the mountain)", and then longitude and latitude coordinates followed.

Boy, I wish I could send as well as Coburn, I have to at least know where my key is! :)

Sure was interesting watching that ole flick. Science fiction in the 60's.

Roger

Roger A. McCarty  
rmccarty@deltanet.com  
ARS KD6CC

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Sandy Blaize <70401.134@compuserve.com>  
Subject: BA sighting: REVENGE OF THE ZOMBIES  
Message-ID: <960108060444\_70401.134\_IHD57-1@CompuServe.COM>

The Hollywood people used to LOVE Hallicrafters receivers for their "communicators"!  
Notice how they throw the "standby" (or whatever is handy) switch to transmit!  
Notice how they end the transmissions with " ...over and out!"

Hollywood does not seem to have ever understood radio procedure! It was exciting when we were kids, but it's kinda "hokey" now that we are real communicators!  
73,  
Sandy W5TVW

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: BA sighting: REVENGE OF THE ZOMBIES  
Message-ID: <Pine.ULT.3.91.960108070441.9162B-1000000@admin.aurora.edu>

On Mon, 8 Jan 1996, Sandy Blaize wrote:

> The Hollywood people used to LOVE Hallicrafters receivers for their  
> "communicators"!

Many books are really bad when it comes to radio technique too. I just hate the ones where the cops are talking on the radio and end each transmission by saying "K". However I recently read a book (can't find it or remember the name now) where one of the "heros" was in a small country taken over by rebels and there was a really good description of him using his Kenwood 820 to call the U.S. for help, used a "real" call sign, and actually rotated his tribander! I really wonder if the author was a ham.

Bob, K9EUI

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Grant Youngman" <gyoungma@gtetel.com>  
Subject: Re: BA sighting: REVENGE OF THE ZOMBIES  
Message-ID: <9601081509.AA02493@netman>

> Date: Mon, 8 Jan 1996 07:18:05 -0600 (CST)  
> Reply-to: broehrig@admin.aurora.edu  
> From: Bob Roehrig <broehrig@admin.aurora.edu>  
> To: Multiple recipients of list <boatanchors@theporch.com>  
> Subject: Re: BA sighting: REVENGE OF THE ZOMBIES

> On Mon, 8 Jan 1996, Sandy Blaize wrote:  
>  
> > The Hollywood people used to LOVE Hallicrafters receivers for their  
> > "communicators"!  
>

I had a fellow ask me the other day if I knew where he could get the transmitter module to "plug-in" to his sp600 so he could use it on the air when his new license arrived. Sigh -- either some turkey had sold him a very large bill of goods or he'd been watching too many old movies .....

I was gentle :-). But I think he understands now. And hopefully appreciates the fine BA he acquired -- even if it wasn't exactly what he thought it was going to be ....

Grant/NQ5T

-----  
Grant Youngman -- NQ5T

gyoungma@gtetel.com  
-----

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Re: BA sighting: REVENGE OF THE ZOMBIES  
Message-ID: <64392.ddillman@igc.apc.org>

On Mon, 8 Jan 1996 07:16:55 -0600 (CST),  
Bob Roehrig <broehrig@admin.aurora.edu> wrote:

>Many books are really bad when it comes to radio technique too. I just  
>hate the ones where the cops are talking on the radio and end each  
>transmission by saying "K".

I agree that accurate radio procedure is not uppermost in the minds of Hollywood producers or book authors. \*But\* in the New York Police Department they do indeed say "K" at the end of transmissions. This has put my knickers in a twist for many years now. Is this simply shorthand for "Okay" or might it in fact be an artifact of long-ago NYPD Morse circuits, forgotten by everyone and gone except for this one little remaining piece? I guess you all know which one I hope for, but can anyone give an authoritative derivation of this term?

And how about this for extra credit: can anyone tell me the derivation of the terms "Tapper" and "Joker" for the two telegraph circuits used by the San Francisco Fire Department for hand sending alarms? They didn't send Morse but the box numbers instead.

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: GDentHouTX@aol.com  
Subject: Re: BAs ahoy on 40m  
Message-ID: <960108090526\_109802140@emout05.mail.aol.com>

I got a big kick out of answering a CQ from Dale, AE40D who told me he was just about ready to give up on the band and go to bed. When we got to exchanging rig info I found out he was running a HW-101 into a Hammarlund HXL-100.

However, this didn't compare to the QSO on 7290 AM that I read the mail on last week when Howard, W3HM and the K0 he was working (forgot the call) realized that they were both talking to each other on Desk Kilowatts!



Firebottles rule!!

73, Gerald KC5RNX (ex-WA5TVM)  
GDentHouTX@aol.com

p.s. - still looking for 12M xtal for my KWM-2A. Fundamental freq. is  
13.977.5 Mc/s

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Engbert Oord <engbert.oord@jet.uk>  
Subject: Cleaning an RCA RA88  
Message-ID: <9601081048.AA22934@jet.uk>

Last sunday I acquired an RCA RA88. The thing is in a bit of a sorry state but seems complete. Even overcomplete : it has grown a japanese S-meter and an additional control to adjust/calibrate ? the S-meter. What did it have originally?

The chassis is covered in a thick layer of dust and grime, but no rust. The grime seems to be firmly attached to the metal. What is the best way to remove it. I have used BRASSO (a copper polishing compound) in the past on old radios (the entertainment type). It does remove the grime but also any protective anti-corrosion layer apart from paint. Is there a better way of doing it and has the chassis of the RA88 a protective layer. Any comment on weak/strong points of this back-breaking piece of equipment is welcome.

Greetings

-----  
Engbert Oord  
Email : eo@jet.uk or engbert.oord@jet.uk  
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From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Raymond Perrin (613) 736-2234" <ray@pwgsc.gc.ca>  
Subject: Collins 70K-2 PTO  
Message-ID: <96Jan8.080401est.29700@gorgon.pwgsc.gc.ca>

Gang,

I recently purchased a late R/E Collins 75S-3B from an estate. The S/N of the receiver is over 30,000 and the S/N of its 70K-2 PTO is over 40,000.

Unfortunately, the PTO shaft will not quite make 2 complete revolutions so the receiver will not quite tune an entire 200 kc band. When I first noticed the

problem, I assumed that it was simply a matter of adjusting the collar that sets the end stops. Unfortunately, I was wrong. There is some internal problem preventing the PTO shaft from making 2 complete revolutions.

I opened up the PTO and removed the back from the main tuning inductor. Little bits of ferrite fell out, but I could not see what was causing the problem. Fortunately, I obtained an old 70K-2 from a friend and replaced the defective one. When I removed the original PTO, I saw that it had obviously been removed before by the original owner.

While the receiver is now working, I would like to repair the original PTO, especially given its fairly recent vintage. As I assume that the problem is caused by the main tuning inductor, does anyone have a spare from a junker? And if I do replace the main tuning inductor, is it likely to effect the dial linearity? Or are there likely to be other problems? The instruction manual for all KWM-2 / S-Line gear I have seen suggests that the owner not open the PTO. Alternatively, is there someone in BA-land who can refurbish the PTO for me?

Many thanks for your advice.

Ray Perrin, VE3FN  
ray@pwgsc.gc.ca  
613-736-2234

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Ray L. Mote" <rmote@rain.org>  
Subject: Command set RX front plugins: idea  
Message-ID: <Pine.SUN.3.91.960108092127.13609D-1000000@coyote.rain.org>

Dave Stinson had a helluva good idea (that boy has sharp eyes!) for a connector to fit the little banana pins in the recessed front hole for the command set receivers. He noticed that the IF transformers \*also\* have six eyelets in the same pin pattern. Well, at least the middle IF can does -- the other two have 4 eyelets, although the two needed for replacing one on a butchered FT-230 "dummy" plugin will probably match the IF can connector anyway. Just orient it properly.

All ya gotta do is gut an old IF can, use a pocket knife \*verrrrry\* carefully to unroll the edge of the connector from the base of the can, and remove it. Add your own jumper (or wires to pot, switches) and you're in business. The chassis-mount male connectors for the center IF can have six pins (compared to four for the end cans), and can be used to replace the male connector in that recessed housing, if necessary. Just use the same careful removal technique and roll down the edge again once you've installed it.

It was very common to remove male pins in the recessed housing and shove wires thru the holes, and it was also a common practice to solder wires directly to the pins. Either technique renders the connector useless for mating with a real plugin for restoration. This technique of Dave's makes it practical to restore the connectors.

The chassis-mount male IF can connector (middle can) can also be used as a quick-and-dirty connector for bringing power to the back of the receiver. As long as you don't need to feed high voltage (i.e., you're either using a dynamotor or feeding HV to the dynamotor connector on the back deck), it will work there also. Shame they didn't go ahead and put an eyelet in the center (#8) pin position also.

THANK YOU DAVE!!!

\*\*\*WARNING\*\*\* \*Never\* try to "hot switch" receivers in a rack. Fred Raper found out the hard way, when he burned the 28V pin off his rack connector, and had to replace it. Always shut off the power before pulling a receiver out of the rack, and leave it off till you've fully inserted the next receiver in the rack.

Speaking of burned pins, Sidney Arotsky at Aircraft Radio Industries Co. Inc. in Hamden, CT has single replacement pins for replacement use. They're gold-plated and the back side is threaded; comes with a nut and solder lug. I have no idea what he charges for 'em these days, but they could save you a lot of work replacing a complete connector. These are the small "banana" pins for the RX connectors, RX dynamotor connector, etc.

73.....Ray Mote, W6RIC <rmote@rain.org>

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: Command set RX front plugins: idea  
Message-ID: <Pine.ULT.3.91.960108202839.389B-1000000@admin.aurora.edu>

On Mon, 8 Jan 1996, Ray L. Mote wrote:

> Dave Stinson had a helluva good idea (that boy has sharp eyes!) for a  
> connector to fit the little banana pins in the recessed front hole for  
> the command set receivers. All ya gotta do is gut an old IF can....

If one were to try and make a connector, try the Molex type connector female pins (the smaller variety) - the ones that push into the plastic housing. I'll bet they are about the right size.

73 de Bob, K9EUI

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Michael Neidich <neidich@interport.net>  
Subject: FREE: Zenith Trans-Oceanic Model Number & Data List  
Message-ID: <30F1FEB7.7703@interport.net>

Request my list of handy T-O model numbers, chassis numbers, year, number of tubes, bands, and misc. info. via email only.  
73, K2ENN

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: MEC <danmec@inet.uni-c.dk>  
Subject: FS British WW2 airborne radar  
Message-ID: <Pine.3.89.9601090058.A9155-0100000@inet.uni-c.dk>

I just found in my "library" an almost mint technical manual for the  
GEE Mk II , A.R.I 5718.

I have one of the RF plug-ins too.

Anyone interested ?

73 Rag OZ8RO

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: MEC <danmec@inet.uni-c.dk>  
Subject: FS: Bendix RA-1 HF aircraft RX  
Message-ID: <Pine.3.89.9601081404.A11498-9100000@inet.uni-c.dk>

This message is in MIME format. The first part should be readable text,  
while the remaining parts are likely unreadable without MIME-aware tools.

--MAA03898.821100802/inet.uni-c.dk  
Content-Type: TEXT/PLAIN; CHARSET=US-ASCII

I have a RA-1 collecting dust. If interested please email me

73 Rag OZ8RO

--MAA03898.821100802/inet.uni-c.dk--

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: azoth@netcom.com (Az0th)  
Subject: FS: Drake Filters  
Message-ID: <199601082218.RAA18592@netcom19.netcom.com>

Hiyall,

Got snowed on and in this weekend, so I cleaned up the shack. Found a lot of things I'd lost track of, including an SX-115 which I dusted off and put back in service, and a couple of Drake C-line filters which are surplus to my current needs.

Drake FL-250 - 250 Hz - \$55 shipped  
Network Sciences FL-1500 - 1500 Hz - \$35 shipped

The FL-250 is NIB, as far as I can tell, and works fine. The FL-1500 looks a little rough, and needs one of the pins resoldered, but it also works fine.

If somebody needs, drop me a note at azoth@netcom.com.

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: MEC <danmec@inet.uni-c.dk>  
Subject: Re: FS: Heatkit catalogues  
Message-ID: <Pine.3.89.9601090012.A9155-0100000@inet.uni-c.dk>

I have just found that I have the Fall 1987 and Fall 1988 catalogs.

Anyone interested, please email me.

73 Rag oz8ro

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Chris Terwilliger <zoom@willow.sps.mot.com>  
Subject: fs: Millen GDM's  
Message-ID: <Pine.SUN.3.91.960108131045.7859B-1000000@willow>

For sale, shipping not included:

Two Millen Grid-Dip Meters, model 90651. Both work and are in good condition with a few scratches and scuffs. One with complete coil set (1.7-4.5, 2.9-7.5, 6.4-16, 13-32, 25-60, 60-150, 140-400) and metal rack,

the other complete except missing 140-400 coil. \$40 for complete set,  
\$35 for incomplete set.

Chris Terwilliger, AA7WD  
zoom@willow.sps.mot.com

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)  
Subject: Re: FW: BA sighting: REVENGE OF THE ZOMBIES  
Message-ID: <9601081245.AA22806@mirage>

jproc@worldlinx.com writes:

>

> I guess those Hollywood producers do not  
> realize that tube gear needs at least 30 seconds to come alive. It ruins the  
> authenticity when one sees old BA gear come alive in seconds of being  
> switched on.

>

My guess is that if the radio took 30 seconds to come on it would drive  
you or me crazy. In entertainment 30 seconds is a \*long\* time. All the  
same, it's amazing how well the movies make us forget that we are not  
watching reality, that is, untill the hero plugs the mic into the halli-  
crafters rec'vr and gets off that vital message just in the nick of time. :-)

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org  
1+219.665.5072 Mirage Computers, Inc.

As nightfall does not come at once, neither does oppression. In both  
instances, there is a twilight when everything remains seemingly unchanged.  
And it is in such twilight that we all must be most aware of change in the  
air--however slight--lest we become unwitting victims of the darkness.

Justice William O. Douglas

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Integration Area" <integrat@usr.com>  
Subject: Hallicrafters knobs  
Message-ID: <9600088211.AA821133418@robogate.usr.com>

I found a few Hallicrafters knobs in one of my junk boxes the other day,  
and I do not need them. I figure someone else surely could use them. One is  
the standard "steering wheel" type, used for tuning, and the other three  
are rather plain, non-skirted, 1 inch diameter types, as found on some late  
1930s sets (S-25? They match a set in \*Flick of the Switch\*. Sorry, I am

not into commercial sets much).

They are all in decent shape, with no cracks or chips. If anyone wants these for a restoration, speak up and I will shoot them out your way.

William Donzelli  
integrat@usr.com

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Integration Area" <integrat@usr.com>  
Subject: Re: Hallicrafters knobs  
Message-ID: <9600088211.AA821155278@robogate.usr.com>

I have had quite a few requests for the knobs, mostly all at once, so I am going to have to roll the dice on this one.

William Donzelli  
integrat@usr.com

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: lkayser@WorldLink.ca (Larry Kayser)  
Subject: Heath AT-1  
Message-ID: <9601081634.AA25259@beacon.WorldLink.ca>

Andy Wallace <wallace@mc.com> wants to know about AT-1

"One mod is a trimmer variable (50 pF?) off the final tuning cap, to ground. Any ideas? The screwdriver adjust through the front panel is set to min capacitance. "

I have a mint AT-1, built in about 1955 and bought it and turned it on for the first time in 1982 or so. When I needed a TX for the original ve9 experiments (before the band opened to amateurs) on 10.1 Mhz I used the AT-1 and I simply hung a small variable cap (inside in my case) prallel with the output tuning cap to pull the 14 MHz final down to 10 MHz. I would think you chap probably did the same. It is a shame that your chap choose to drill up the radio.

"I'd appreciate current recommendations for when I do check things out and get it on the air."

I have the manual but it is in storage with all my stuff till I get a house built but I never really looked at it, about 2 to 3 MA of Grid current is

sufficient and 80 to 100 ma of plate is about right. The original meter is fragile, it was cheap, cheap, cheap, cheap quality, a really ugh item, I always put the meter switch into center off to protect it once the tuning is done. The meter switch is equally cheap and most of them failed early in life as did the same unit in the DX-20, DX-35, DX-40 etc.

A MOD I made to my unit, and I very strongly recommend to you, is that Heath, in their earliest minimum engineering mode, did not put equalizing resistors across the two filter capacitors that are in SERIES in the HV supply. This could (and will eventually sooner or later) make for some exciting smell, noise, and visual effects - I tip soldered in about 5 ma of bleeder resistor across each capacitor - VERY HIGHLY RECOMMENDED. My example is that my original capacitors are still in service and in good shape.

One final point with this transmitter, if your going to try and drive it with an external VFO into the crystal socket, you MUST open up the radio and solder a tiny wire across the RFC in the grid circuit of the Oscillator. This is critial to making the Oscillator into an amplifier... As well, the ground side of the vfo drive into the crystal socket must match, usually it is on the bottom side of the crystal socket - but check first - it is hard on the old tubes if you get it backwards...

I have ready access to my AT-1 if you need more information, but the Manual is not available until about late '97 or early '98. The changes recommended above are all TIP IN things that can be removed trivially, they are only to protect the radio, for show purposes take a moment and TIP them out.... BTW I have every model of Heathkit 2 tube tx except currently the DX-35. I ran most of them for several years in the early 90's in my HF remote system, one per band. The AT-1 was on the New York State CW net 3722 for a number of years.

73

Larry va3lk / wa3zia

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: merrigan@ee.ualberta.ca  
Subject: RE: Hollow State Newsletter (HSN)  
Message-ID: <199601090024.SAA17458@uro.theporch.com>

In <9601082333.AA19242@MadVax.mo.ti.com>, on 01/08/96 at 05:36 PM,  
rbiddle@MadVax.mo.ti.com (Richard Biddle) said:

>Can some kinf [d sole let me know if all the backissues of the HSN are  
>still available, for how much (i.e., what is the latest issue), and the  
>current subscription price (I havwe the address in Perris CA).



>I though I would just send a money order up front in to subscribe and  
>order the back issues.

>Thanks,  
>Richard KB5WLH  
>rbiddle@madvax.mo.ti.com

I thought I would post this to the list, as other readers may be  
interested.

Yep, it is still active, and the last issue I have is 36. All backissues  
are available, (according to the masthead). Issues 1-4 are in a "Best of"  
format, the rest are individual issues. Backissue cost: \$1.00/issue, with  
the "Best of" (issue 1-4) also \$1.00

Publisher's Address:

Ralph Sanserino  
P.O Box 1831  
Perris, CA  
92572-1831

Shaun

-----  
merrigan@ee.ualberta.ca (time to re-edit this .sig!!)  
-----

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: rbiddle@MadVax.mo.ti.com (Richard Biddle)  
Subject: Hollow Sts[tate Newsletter  
Message-ID: <9601082333.AA19242@MadVax.mo.ti.com>

Can some kinf [d sole let me know if all the backissues of the HSN are  
still available, for how much (i.e., what is the latest issue), and  
the current subscription price (I havwe the address in Perris CA).

I though I would just send a money order up front in to subscribe and order  
the back issues.

Thanks,  
Richard KB5WLH  
rbiddle@madvax.mo.ti.com

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Ray L. Mote" <rmote@rain.org>  
Subject: Re: Info on a military key desired  
Message-ID: <Pine.SUN.3.91.960108090834.13609C@coyote.rain.org>

CW-26003: Flameproof key initially assigned for use with Navy Model GM radio equipment. Nomenclature assigned 5/3/33.

-26003A: Flameproof key initially assigned for use with Navy Model GO radio equipment. NAF (Naval Aircraft Factory) #37153. Nomenclature assigned 10/11/33.

CME-26003B: Flameproof key initially assigned for use with Navy Model VA-1. "Slight improvements in components". Nomenclature assigned 1/6/38.

CMI-26003C: Flameproof key initially assigned for use with Navy Models VA-2 and VB-1. "Same as 26003B except for larger terminal tube for armored cable". Nomenclature assigned 10/4/39.

Your "CTE-26003A" was made by Telephonics. I've also seen 'em made by Bunnell ("CJB"). They're fairly easy to find at swapmeets, but prices seem to be going up, up, up! By the way, "initially assigned" means exactly that -- many items were initially intended to be used with one piece of gear, and later procured for use with other stuff (sometimes even for "general use"). The NAF part number on the 26003A indicates that it was used also in Navy aircraft.

73.....Ray Mote, W6RIC <rmote@rain.org>

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Re: Info on a military key desired  
Message-ID: <64389.ddillman@igc.apc.org>

On Sun, 7 Jan 1996 20:21:14 -0600 (CST),  
mshaum@cencom.net <mshaum@cencom.net> wrote:

>Black wrinkle finish, "U-shaped" armature, all portions from the contacts  
>backwards enclosed a la "flameproof" design. Nomenclature is CTE-26003A. My  
>guess is that this key was a military design, perhaps a type supplied for use  
>with the T368 series exciters? Excellent construction, looks like all  
>hardware is stainless. Any ideas?

I believe I've got a couple of those, although mine say TYPE MT-11B on the plastic cover over the terminals. Navy type know, right?

The one I grabbed to get the type number is still dirty from sending traffic on 80m during a mud storm in the desert! But that's another story.

This key is, by my way of thinking, the best straight key around for smooth feel and operation. It's certainly \*my No. 1 choice for hand sent Morse. Any other nominations?

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Dick Dillman" <ddillman@igc.apc.org>  
Subject: Re: Info on a military key desired  
Message-ID: <74983.ddillman@igc.apc.org>

On Sun, 7 Jan 1996 20:21:14 -0600 (CST),  
mshaum@cencom.net <mshaum@cencom.net> wrote:

>Black wrinkle finish, "U-shaped" armature, all portions from the contacts  
>backwards enclosed a la "flameproof" design. Nomenclature is CTE-26003A. My  
>guess is that this key was a military design, perhaps a type supplied for use  
>with the T368 series exciters? Excellent construction, looks like all  
>hardware is stainless. Any ideas?

In response to the inquiry above, a kind and clearly knowledgeable gentleman provided information about the various nomenclatures for this key. Since the one I was looking at at work did not have such a number, I deleted the message. Perhaps you can see where this is going?

Now that I'm looking at the key I have at home, I see the base plate is stamped CJB26003A. I wonder if that kind gent would be good enough to re-send me the nomenclature info so I can know a bit more about this specimen (which, also unlike the other key, sez "Do Not Close Over 2 Min." on the disk of the navy knob)?

Dick Dillman  
WPE2VT N6VS ex-WA2BJK  
<ddillman@igc.apc.org>  
Collector of Heavy Metal:  
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: WA6JYJ@ESHOP.UOREGON.EDU (Larry Laitinen WA6JYJ/AAR0ET)  
Subject: More on CW...  
Message-ID: <960108000319.1e22@ESHOP.UOREGON.EDU>

There are still plenty of cruise ships plying the oceans, e.g., the Med, Caribbean, Baja Calif area, Alaskan waters, etc. There are also cruise ships visiting Antarctica and making other extended voyages...

Are these ships no longer required (by ITU and/or the gov'ts that register these ships) to carry commercial radio-telegraph operators? Are they relying on unlicensed personnel to operate satcom and HF marine radio-telephone, SITOR, and PACTOR equipment?

During the Gulf War commercial radio-telegraph operators were somewhat in demand as they were required on the contract ships moving military supplies and equipment. Further, QSTreet has in the past carried ads by various coast radio stations and marine shipping companies looking for commercial radio-telegraph operators.

Larry, WA6JYJ/7  
laitinen@eshop.uoregon.edu

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Sandy Blaize <70401.134@compuserve.com>  
Subject: More on CW...  
Message-ID: <960108154953\_70401.134\_IHD57-1@CompuServe.COM>

Larry,  
The "training grounds" for Radio Officers (U.S. Flagged ships) are virtually gone! It is not enough just to get a 2nd Class Radiotelegraph License. You must have at least six months of sea time (in the aggregate) standing watch endorsed on your license, in order to sail on a US flag vessel as Radio Officer. Foreign licenses are not valid on US flag vessels. Therefore, the Radio Officer is a rapidly vanishing breed!

The cruise ships do carry Radio Officers, but they are sailing under flags of other countries (Bahamas, Liberia, etc.) Most have Radio Officers on duty 24 hours a day (A lot of them have a Chief R/O and three duty R/O's.) Some are equipped with new GMDSS (Global Maritime Distress & Safety System) equipment which does not require a

"Radio Officer" per se, as the Master or a Mate take over the duty of a radio officer as an additional duty. They do not stand just a Radio Watch as the Radio Officer did. Automatic digital equipment does that job continuously for them, monitoring several HF digital calling channels and a VHF digital calling channel. The GMDSS equipment consists of an HF SSB/SITOR telex radio usually covering 2-25 mhz., a VHF marine radio (156 Mhz band), an INMARSAT satellite terminal (telex and/or voice), and a satellite E.P.I.R.B. (Emergency position indicating radio beacon...I think). The EPIRB sends digital bursts every so often automatically on about 406 Mhz. Each beacon has a unique digital "callsign" that is registered to the ship it comes from. These are received by a special satellite system which is able to determine with a mile or so, the position of the EPIRB! The GMDSS system is mandated by 1999. Also tied into the GMDSS system is a GPS (Global positioning system) receiver feeding navigational data to the digital encoders. The position transmitted in case of distress.

Hope this helps! It is taking some very complex equipment to do what a human operator once did!

73,  
Sandy W5TVW

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Richard L. Duell" <rduell@iac.net>  
Subject: Mystery Key (to me, anyway)  
Message-ID: <199601081949.0AA28875@great-miami.iac.net>

I am constantly amazed at the collective knowledge, history and practical experience that I see displayed and dispensed on this list. Once again I would like to tap into it.

I have what I have seen referred to as a "spy key". It is mounted on a phenolic base. It measures 1 5/8" wide by 2 1/8" long by 1 5/8" high (including the knob). The knob is a black, mushroom shaped piece with no skirt. There are no engraved, pressed or molded markings. There is a paper label glued to the bottom that is partially missing. The part that is there has YA1860 on it.

It's a neat little gizmo. I don't currently have it wired to anything. It sits here at the operating position and I use it to send "air CQ's" (as in

air guitar).

Can anyone tell the origin of this from my description? From it's age, it has to have been used with a BA.

73, Rich - W5VDU

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Frank Reid" <reid@indiana.edu>  
Subject: RE: Mystery Key (to me, anyway)  
Message-ID: <55749.reid@ucs.indiana.edu>

In message Mon, 08 Jan 96 14:56:50, <rduell@iac.net> writes:

> I have what I have seen referred to as a "spy key". It is mounted on a  
> phenolic base. It measures 1 5/8" wide by 2 1/8" long by 1 5/8" high  
> (including the knob). The knob is a black, mushroom shaped piece with no  
> skirt. There are no engraved, pressed or molded markings. There is a  
> paper label glued to the botton that is partially missing. The part that  
> is there has YA1860 on it.  
>  
> Can anyone tell the origin of this from my description? From it's age, it  
> has to have been used with a BA.  
>  
> 73, Rich - W5VDU

I bought one at Dayton a few years ago. It's commonly called a "spy key" because of its small size, but it was actually used in portable test-sets for telegraph repairmen in India. It's a British-pattern key (mushroom-shaped knob, SPDT contacts). More later if I can find the info sheet that came with it. I thought it was a good buy at \$25, brand new condition.

--

Frank W9MKV reid@indiana.edu

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Sandy Blaize <70401.134@compuserve.com>  
Subject: RE: Mystery Key (to me, anyway)  
Message-ID: <960109020328\_70401.134\_IHD73-2@CompuServe.COM>

There were 'keys' like this in some telephone test sets made by Western Electric

as well about 30-40 years ago. I have one somewhere. Looks like a miniature  
ket complete with 'circuit  
closer' switch. Mine is about 2" long and mounts via two studs. It is brass or  
bronze, unplated. Maybe the Indians made copies of these. They seem to be  
doing like the Japanese  
once did: making "copies" of things. They were making "copies" of older British  
model engines too, black power firearms, etc. They seem to make nearly all of  
the medical instruments now!

(I find the quality appalling!) What happened to all the superb German hemostats  
and dental explorers?

73,

Sandy W5TVW

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996

From: lkayser@WorldLink.ca (Larry Kayser)

Subject: Need help to locate 304 TH/TL Tube Socket

Message-ID: <9601081634.AC25259@beacon.WorldLink.ca>

Wanted, one piece, used, Johnson #215 (I think this is the number), 4 pin  
Tube Socket for 304TH/TL. This is ceramic base about 5/8 inch thick and  
about 2 1/2" in diameter with 4 vertical metal sockets for the tubes  
filament pins, on TOP OF THE CERAMIC BASE. The tube pins are about 1/4"  
diameter pins. This socket is not available from the current socket  
suppliers recommended to me earlier, it seems that no one is currently  
making this unit although there are still Broadcast Transmitters made by  
GATES that use this tube as a driver in the high level modulator and EIMAC  
is known to still be making the tubes.

I am still trying to find a socket of this type. Is there anyone who can  
point me to other sources or ideas on how I can find one of these tube  
sockets. I am part way through building a large CW man's push pull  
amplifier in modern bread board construction - but I am stopped dead now  
until I find a second tube socket.

Help in the form of pointers to other possible sources of supply will be  
greatly appreciated

Larry - va3lk / wa3zia

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996

From: Michael Crestohl <mc@shore.net>

Subject: Re: new discoveries...

Message-ID: <199601081349.AA23227@northshore.ecosoft.com>

Hello Larry:

Electric Radio is a monthly mini-mag that is great for those of us who love the older ham radio fixtures. It offers one free ad per month and is a good place to sell stuff. Prices tend to be quite high. The editor Barry Wiseman N6CSW (originally from VE5-land) is a nice guy and I see him and his wife at Dayton. E-R is a home-grown publication, somewhat expensive (US\$ 38.00 for First Class \$28.00 Second Class), but having said that, it is well worth it. I have all the issues (six and 1/2 years) and the library is a great reference source, although if I had to choose between E-R and Boatanchors, I'd take this list. Fortunately I don't have to!

I don't have a copy here to give you the address. I'm sure someone else will post or send you an answer and hopefully will include this info.

The E-R index is indeed available by anonymous FTP from theporch.com in the boatanchors subdirectory. There is an annual index published in E-R every April.

Enjoy!!

73,

Michael

Michael Crestohl KH6KD/W1 / mc@shore.net

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Harry Gural" <harry\_gural@wgbh.org>  
Subject: Public Television / NOVA  
Message-ID: <n1391018077.67680@wgbh.org>

The science program NOVA at WGBH Public Television is beginning a 5-part series on science and technology in the 20th century. The first program in the series focuses on technological change, and among other things, looks at



the development of radio through 1927 or so.

We are currently seeking people -- potential interviewees -- who have special knowledge of the early days of radio. These may be historians, amateur historians, radio buffs, or old-timers who remember tuning in a crystal set prior to 1925. The topics that most interest us are general history from Marconi to De Forest, radio during WW I, KDKA and Westinghouse, Sarnoff and RCA, WEAf and the short history of toll broadcasting, to 1927 and the organization of the networks. It isn't necessary that one person know everything, but that he or she be able to speak engagingly on any of these topics. An excellent college lecturer, or an old acquaintance with a gift for telling stories about the early days of radio would both be good possibilities.

This is not a technical history, so although we will have a bit on how radio works, we won't go into a great deal of detail on how the technology advanced during our period. We are more interested in the idea that the technology was first conceived as point-to-point communication -- wireless telephony -- and that it evolved in fits and starts toward broadcast. We are very, very interested in finding people with first-hand memories of this period -- those in the industry, hams, or even listeners.

If you have ideas for us, or if you can recommend other places we might go to extend our circle of research, please E-mail me at "harry\_gural@wgbh.org". Your help will be very much appreciated.

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: mflicinski@VNET.IBM.COM  
Subject: QST Dec 1990 Needed  
Message-ID: <199601081919.NAA23062@uro.theporch.com>

If anyone has QST Dec 1990 available, I would be most interested in obtaining a copy. There are some BA related items in it that I would like to have plus restoring a 'hole' in my collection.

To make it worthwhile I'll pay \$5 for the issue plus postage.

Mike K2UXE  
mflicinski@vnet.ibm.com

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Craig Anderson - Ext. 1365" <CAnderso@smtp.stp.tec.mn.us>  
Subject: Re: R-390 meters -- radioactive labelling  
Message-ID: <30F184DD@smtp.stp.tec.mn.us>

I also bought one of the Depot overhauled R390s from Fair Radio about two months ago. I thought I should have my head examined for paying \$525 for it until I got the package. When I opened the box the dates on the tags indicated it had a major overhaul in 1986 and that was the date it was packed. It was as they say "pristine," it had been completely rebuilt, repainted, overhauled, aligned, re-rubed, came with full set of running spares, operators manual and shipping container, top and bottom covers, rebuilt PTO etc. etc. etc. As far as performance goes WOW! The calibration is so good that I don't even have to do the CAL function when changing bands, its within 100 to 200 HZ. Mine is a 1954 production unit made for Collins by Motorola. It works great with my Timewave DSP-9 DSP unit which I connected to the Line Output terminals. It gives me about 2 -3 watts audio and great noise and bandwidth control.

-----

From: boatanchors  
Subject: Re: R-390 meters -- radioactive labelling  
From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: USSAILIS@forum.phast.umass.edu  
Subject: RE RE More on CW  
Message-ID: <01HZQXDQGJ7M8Y51ZN@oitvms.oit.umass.edu>

The Groton CT CW school sounds like the Army school at Ft. Dix. 18WPM was expected. If you didn't do 13 WPM by the 8th week, you got the prize of lugging a BAR up a hill...you went to "advanced infantry training." There was no E3 or E4 stripes for faster speeds tho.

Jim, W1EQ0

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: Jacqueline Herman <jherman@sierra.net>  
Subject: Re: RE RE More on CW  
Message-ID: <Pine.SUN.3.91.960108111510.2607C-100000@diamond>

> The Groton CT CW school sounds like the Army school at Ft. Dix. 18WPM  
> was expected. If you didn't do 13 WPM by the 8th week, you got the prize  
> of lugging a BAR up a hill...you went to "advanced infantry training."  
> There was no E3 or E4 stripes for faster speeds tho.  
> Jim, W1EQ0

The US Coast Guard had a different type incentive to make 22wpm: Failure to do so meant you'd be a Boatswain Mate striker aboard an Ice Breaker on patrol in Alaska... It's no wonder that we had a pass-rate of about 95%!

73 from chilly Nevada (but I'll be back in Hawaii tomorrow!!),  
Jeff NH6IL\7

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Frank Reid" <reid@indiana.edu>  
Subject: Re: RE RE More on CW  
Message-ID: <64436.reid@ucs.indiana.edu>

In message Mon, 08 Jan 96 17:23:51, <jherman@sierra.net> writes:

>> The Groton CT CW school sounds like the Army school at Ft. Dix. 18WPM was expected. If you didn't do 13 WPM by the 8th week, you got the prize of lugging a BAR up a hill...you went to "advanced infinity training." There was no E3 or E4 stripes for faster speeds tho.  
>> Jim, W1EQ0

> The US Coast Guard had a different type incentive to make 22wpm: Failure to do so meant you'd be a Boatswain Mate striker aboard an Ice Breaker on patrol in Alaska... It's no wonder that we had a pass-rate of about 95%!

A friend who was in the Army Air Corps says that aptitude testing was an important development in WWII: They devised screening methods in order to avoid wasting resources trying to train people who were unsuitable to be pilots, etc.

The aptitude test for Morse code was very simple: Code was sent at a very slow rate and the candidates were asked to write down the individual dots and dashes. Those who could tell the difference between a dot and a dash passed. It was observed that people who had any kind of musical background always passed the test, and became superior CW operators.

--

Frank reid@indiana.edu W9MKV

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Ray L. Mote" <rmote@rain.org>  
Subject: Relayed WTB: from Henry Engstrom  
Message-ID: <Pine.SUN.3.91.960108184114.24407B-100000@coyote.rain.org>

Please contact Henry direct if you have anything on the list below.

Henry Engstrom, KD6KWH  
P.O. Box 5846  
Santa Rosa, CA 95402  
(707) 544-5179

Henry wants:

- Rack with connector for AN/ARR-15 receiver
- Side plate with 2 snapslides for AN/ARR-2 receiver
- Manual for Navy Model REH receiver (schematic will help)
- Radio case for RT-176A/PRC-10 transceiver
- Navy Model REO entertainment receiver (Crosley)
- R-520 entertainment receiver (Zenith)

If you can help, please call or write Henry. As you can see, he has several restoration projects underway, as well as a couple more he'd like to take on.

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: David Stinson <72227.1640@compuserve.com>  
Subject: RS-43, not 42  
Message-ID: <960108093152\_72227.1640\_EHM26-1@CompuServe.COM>

Those aircraft radio accessory sets I have are for an RS-43, not 42.  
Anyone know about an RS-43?  
73 Dave AB5S/7  
72227.1640@compuserve.com

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: David Adams <dave@flowserver.stem.com>  
Subject: S meter needed  
Message-ID: <9601082119.AA07688@flowserver.stem.com>

Greetings! Looking for a replacement S meter for my Hallicrafters S-27. This is has the square meter cover with the hallicrafters logo. The diameter of the rear circular portion which goes through the front panel is 2.75". A real replacement would be nice, but something which fits and doesn't look terrible will do for now.

73 de dave, n9uxu

---

=====

David J Adams	N9UXU QRP-L #83
dave@flowserver.stem.com	NorCal QRP
(415) 813-5028	Flow Cytometry Specialist

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Robert Collins <rlc@aretha.jax.org>  
Subject: Re: Spy Key  
Message-ID: <199601082024.PAA23687@aretha.jax.org>

The description of the 'spy key' by W5VDU resembles the one I purchased at a hamfest a few years ago. I quote from the information accompanying it:

"The spy key dates from World II when it was used in the British Spy Radio [Type A, Mark II]. One of these complete spy radios is part of an exhibit in the British Museum, complete with the spy key illustrated above. This key also was used in India as a lineman's test key in the Indian telegraph service. The key has both normally closed, as well as normally open, contacts indicating that it was used in telegraph service. It is mounted on an early type of plastic base, and has a British style knob, indicating it was a British design. Unfortunately, there are no markings on the key showing its Indian origin. The metal parts of the key are not steel, but nickel-plated brass. It is not particularly rare, but only a few hundred are known to be in existence." Quoted from Total Electronic Concepts, PO Box 400, Lincoln, MA 01773.

-73, Rob Collins, W8HAPrlc@aretha.jax.org

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: n5off@w5ddl.aara.org  
Subject: Sure got quiet(re: NOVA) :-)  
Message-ID: <270488@w5ddl.aara.org>

Man, I could hear the quiet wave from Boston to Lafayette LA when the gentleman from NOVA asked for volunteers among this normally-full-of-info bunch :-)

All the experts here, and no volunteers?

What . . . ME! . . . err. . . I'm washing the dog that day . . .  
yea . that's the ticket.

:-)

Tom

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Integration Area" <integrat@usr.com>  
Subject: Re: TBK? Help.  
Message-ID: <9600088211.AA821133367@robogate.usr.com>

The Westinghouse/RCA TBK was the standard 2-18 MHz 500 watt CW transmitter, used on ship and in shore installations. The tube line up is 860-860-860-861, some of the Navy's favorite types from the 1930's. Shore sets have an additional 807 for keying. Three types of modulators could be used with the transmitter to provide tone and voice at 375 watts. With a modulator, the set becomes a TBM.

The TBK was derived from an earlier set, the Westinghouse TBF, a nearly identical set with a reduced frequency range. The TBF was probably procured in small numbers in early 1930s. The TBK/TBM replaced the TBF a couple of years later, remained in production during World War 2, and stayed in service many years beyond then. It was, without a doubt, one of the most successful Navy designs ever.

Like many Navy rigs, it was produced by more than one manufacturer. I think Westinghouse had the original design, but RCA produced quite a few as well. The RCA TBKs had the same specs and tubes, but were much different in appearance. RCA did not produce TBMs, but one of the modulators (in conjunction with a TBL speech amplifier) upgraded their TBKs to TBMs.

I know of very few survivors. The Battleship Massachusetts has three TBK/TBMs, all being original to the ship. The Historical Electronics Museum has a TBK. I also know of two TBMs in private hands. All are Westinghouse units.

I have manuals for both forms of the TBK. It sounds like you have the very top panel of a Westinghouse transmitter. I will be happy to look up your missing parts and provide photocopies so you know what to look for.

If anyone has any other parts to these fine sets, or knows of any other survivors, please let me know.

William Donzelli  
integrat@usr.com

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: "Greg Parsons A.K.A. Rat" <gregp@galileo.mis.net>  
Subject: VHF-1 Heathkit Question.  
Message-ID: <9601082358.AA05372@galileo.mis.net>

Hey Gang,

I am at a loss, what would be the companion receiver for a Heathkit VHF-1? Right now I am using my Knight TR-106 for receive, any ideas?

73,

Greg  
KE4000  
gregp@mis.net

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: jmlckwd@mindspring.com (Max Lockwood)  
Subject: Re: VHF-1 Heathkit Question.  
Message-ID: <199601090134.UAA22694@borg.mindspring.com>

At 05:56 PM 1/8/96 -0600, Greg Parsons A.K.A. Rat wrote:  
> I am at a loss, what would be the companion receiver for a Heathkit VHF-1?

Unlike the Apache HF transmitter which had a companion in the Mohawk receiver, Heath didn't make a companion receiver to the VHF-1.

With my own VHF-1, I use a Hammarlund HQ-110. They are about the same size and the resulting station looks like a miniature Apache and HQ-170 combination. Something about that appearance appeals to me.

73,

Jim - km6nk/4

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: lkayser@WorldLink.ca (Larry Kayser)  
Subject: Wanted Millen Exciter  
Message-ID: <9601081634.AB25259@beacon.WorldLink.ca>

I have been looking for a Millen Model 90800 exciter which had a 6L6 , 807 line up in it, this is a 19" rack unit about 3 inches high with plug in coils. I do not need the power supply, a restorable unit is of considerable interest to me.

Is there anyone out there who can help me with this?

Larry

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: spindob@water.ci.seattle.wa.us  
Subject: What is a boatanchor?  
Message-ID: <199601082013.AA19075@relay.interserv.com>

Dear fellow BA's

A question has arisen in my mind about just what is a boatanchor. Surely we can all agree that a BC 348 is a boatanchor and that a Viking II is a boatanchor, but, where is the line drawn. For example is a Drake R4C a boatanchor or is excluded from this classification because it uses transistors? Would a Kenwood 830 be a boatanchor because it still uses tube finals? Is a boatanchor strictly a tube style radio, can it contain some transistors, or can it be a fully transistorized radio? Can a fully transistorized radio become a boatanchor after a certain number of years or is it strictly dependent how heavy the radio is in proportion to the human ability to lift a certain amount of weight? Are boatanchors from all parts of the world, just American made, or everything except of Japanese manufacture? Are boatanchors sort of like pornography..very difficult to describe but you recognize it once you see it?

I'm not really sure there is an answer to this but I'm more interested in the diversity of definitions this might generate.

Thanks and 73's  
Brian KA7KUZ  
Please all flames direct  
spindob@water.ci.seattle.wa.us

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Andy Howard WA4KCY <102452.362@compuserve.com>  
Subject: Re: What is a Boatanchor?  
Message-ID: <960109000646\_102452.362\_DHT94-1@CompuServe.COM>

Hello Fellow Boatanchor Folks,

In response to Brian KA7KUZ and his request "What is a Boatanchor" I would add this comment:

A Boatanchor can be anything electronic; that is to say that it must be of a vintage age, preferably with tubes, American-made if possible, and the heavier the better. However in addition to the above I would add that a Boatanchor must be a piece of electronic equipment that has no appeal to the average amateur or collector. It must only have appeal to the most sophisticated collector of electronic gear. We are fortunate in that only we Boatanchorites appreciate them for what they really are - electronic masterpieces that were created when radio had a "magical aura" about it. Another thing that makes them appealing is that they were something that most of us could not afford when they were new. Who could pay \$775 for a 32V3 when it was new? Take an R390A for another example; cost new - several thousand dollars in some cases. Now \$300 to \$500 for a receiver that has no equal even among today's receivers that cost thousands more.



One thing for sure - we know one when we see it.

\*\*\*\*\*

Andy Howard, WA4KCY  
102452.362@Compuserve.com  
Southeastern Director  
AM International

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Collector, Restorer, Builder

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WANTED: BC-611 Handy-Talkies

\*\*\*\*\*

Internet Home Page:  
<http://ourworld.compuserve.com/homepages/sweetbay>

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: jmlckwd@mindspring.com (Max Lockwood)  
Subject: Re: What is a boatanchor?  
Message-ID: <199601090030.TAA02677@borg.mindspring.com>

At 02:16 PM 1/8/96 -0600, spindob@water.ci.seattle.wa.us wrote:

>A question has arisen in my mind about just what is a boatanchor. Surely we  
>can all agree that a BC 348 is a boatanchor and that a Viking II is a  
>boatanchor, but, where is the line drawn. For example is a Drake R4C a  
>boatanchor or is excluded from this classification because it uses  
>transistors? Would a Kenwood 830 be a boatanchor because it still uses tube  
>finals?

I can't resist taking a crack at this. Brian has asked a good question that goes directly to the heart and soul of the "boatanchors" mailing list and its purpose in life.

.oOo.

Brian and others on BA,

When I started "boatanchors" a little over three years ago what I had in mind was creating a forum for discussions about American made, tube type, amateur radio gear with names like National, hallicrafters, Heath, Drake, Hammarlund, Collins, Swan, Johnson, Gonset, and so on.

When I announced the existence of "boatanchors", I specifically mentioned that radios with names like Kenwood, Yaesu, Icom weren't what I had in mind for this list. They still aren't and never will be. The same would hold true for radios with names like Ten-Tec, ETO, Command Technologies, JRC, MFJ.

What about the radios that are hybrids, like the R4C you mention?. They use tubes. They are American made. They are welcome here.

The next logical question is what about the all solid state radio gear made by the once-great manufacturers of tube gear?

I certainly think a good case can be made for recognizing the heritage of such radios. However, in the decades that amateur radio has existed, the efforts by the great American manufacturers to produce solid state radios was but a tiny part. Any mention of or discussions about things like an FPM-300, a GC-1A, or an HRO-500 ought to be proportionally small.

You will not find me participating in any such discussions or encouraging them on "boatanchors" , if that means anything to anyone.

Does this help? Is the purpose of the list any more clear? If not, contact me privately and I'll be glad to continue the discussion off-line.

73,

Jim - km6nk

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>  
Subject: Re: What is a boatanchor?  
Message-ID: <199601090156.TAA29342@dlep1.itg.ti.com>

At 02:16 PM 1/8/96 -0600, Brian, KA7KUZ, wrote:

>

>I'm not really sure there is an answer to this but I'm more interested in the  
>diversity of definitions this might generate.

>

I've noticed this subject come up in the newsgroups, Vintage-Solid-State (VSS) mailing list and now on BoatAnchors list; all within the last few weeks.

Allow me to suggest that there is a definite distinction between tube gear and the early solid-state gear, even when made by the same manufacturer. Consequently, I would suggest that the appropriate forum for solid-state gear is on the VSS mailing list; BoatAnchors is at capacity, while the VSS

list does not have much traffic.

The evolution of electronics has been such that, at any time throughout this century, most ten year old equipment would be considered nearly obsolete. While solid-state radios designed ten years ago may not be state-of-the-art now, I certainly wouldn't consider them BoatAnchors. Nor would I consider radios designed twenty years ago to be BoatAnchors. The last of the tube BoatAnchors were designed about thirty years ago; rigs like the HW-100, SB-100 (both used some solid-state circuitry), TR-4, etc. Nearly thirty-five years ago the first of the mostly solid-state rigs, the Sideband Engineers SB-33, was designed. Within about a fifteen year time span, tube type amateur radio equipment had been supplanted by solid-state stuff.

And so it goes...

Regards,

Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996

From: Sandy Blaize <70401.134@compuserve.com>

Subject: What is a boatanchor?

Message-ID: <960109020335\_70401.134\_IHD73-5@CompuServe.COM>

I would say a BOATANCHOR must be primarily and vacuum tube device. Selenium and early silicon rectifiers are acceptable devices in power supplies, as are 1N34 type diodes or radar mixer diodes. Secondly, the equipment must be rather heavy, by today's standards. Some of the Drake stuff might just eke by due to the era of its vintage. I would say that the early Japanese transceivers that were all 'solid state' in the low level areas and contained tubes for the RF driver and final stages ARE NOT boat anchors. (Although some of YAESU's earlier transceivers sure were HEAVY!)

We do have a definite "category" problem with such things as some of the "hybrid" Drake sets and things like the SBE-34 transceiver. I would call them "transitory" but not true

BOATANCHORS.

73,

Sandy W5TVW

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From boatanchors@theporch.com Mon Jan 8 21:26:06 1996

From: David Adams <dave@flowserver.stem.com>

Subject: Where to find meters for an R390?

Message-ID: <9601082112.AA07669@flowserver.stem.com>

Can anyone give me a source for reasonable meters for the R390? I am picking one up and it is without covers or meters. Fully functional and clean though...

dave

---

=====

|                          |                           |
|--------------------------|---------------------------|
| David J Adams            | N9UXU QRP-L #83           |
| dave@flowserver.stem.com | NorCal QRP                |
| (415) 813-5028           | Flow Cytometry Specialist |

From boatanchors@theporch.com Mon Jan 8 13:57:06 1996  
From: "Integration Area" <integrat@usr.com>  
Subject: WTB: 860s and 861s  
Message-ID: <9600088211.AA821133480@robogate.usr.com>

I am looking for any U.S.Navy or JAN type 860 and 861 tubes, new or used.

The 860 is a globe shaped tube, with a lead out the top, and a lead out the side. It has a standard four pin base. The 861 is like an 860, but MUCH bigger. It has an two pin (with locking blade) base (the tube hangs from its socket), and a structure similar to the 860.

Even if you have weak or dead tubes, I would be very interested.

William Donzelli  
integrat@usr.com

From boatanchors@theporch.com Mon Jan 8 21:26:06 1996  
From: jamiel@primenet.com (Jerry A. Miel)  
Subject: WTB: Drake TR-3 manual  
Message-ID: <199601090227.TAA19782@usr4.primenet.com>

WTB: Drake TR-3 manual.

I know of the commercial reproduction services but would like to find an original or pay someone only for the actual coping and mailing costs. I have some other duplicate Drake manuals which I could trade.

Jerry, W6XL, jamiel@primenet.com